

NAVY ASKS BIDS ON 6 ARMORED HYDRO-AIRCRAFT

Time Specified in Hurry
Call Much Too Short,
Builders Say.

FIRST OF TYPE IN
U. S. AERIAL FLEET

Initial Delivery Date April
15—Each to Mount
Machine Gun.

By GORDON BRUCE.

Call for bids on six armored hydro-aeroplanes were sent out yesterday by the Department of the Navy. The machines are wanted at once, and the time limit for delivery of the first one is set for April 15. The machines are the most radical type taken into consideration for a hydro-aeroplanes by the government, and the machines will be the first of the armored type to be acquired.

According to the specifications set forth in the communication from the department, the new hydro-aeroplanes, when complete, will be fully equipped with a machine gun, and the craft will be fitted with a compass, speed indicator, and other instruments. It is short, every line means of navigating the air and repelling hostile aircraft will be incorporated in the new type.

The new machine will be carried, including the armor plate, ammunition and engine equipment, will be a total of about two hundred pounds. With that load, the machine must be capable of flying at a speed of at least 100 miles an hour. It must be able to climb at the rate of at least 200 feet a minute for the first two minutes, and the flying capacity must be at least 100 minutes.

Timing Capacity Important.

In explanation of the last statement it may be said that, with a dead motor, the machine must be able to descend one foot for every six that it travels through the air. For example, if the plane is 100 feet above the water, it should descend within a distance of 600 feet from where the descent begins.

Manufacturers will be allowed to bid on the orders. Bid A is for three hydro-aeroplanes and four power plants. Bid B is for six hydro-aeroplanes and eight power plants. Bids for the smaller number must be prepared to deliver one machine before April 15, and on the other two must be ready by that date. The whole order is to be completed on or before June 15.

Tests for seaworthiness mentioned in the specifications are to be made of the machine to be capable of flying at a speed of at least 100 miles an hour. Airworthiness will be determined by flights, including steep banking, in a thirty-five mile wind.

The only trouble with the affair is that no manufacturer has yet been able to possibly turn out a machine of the required design in the time specified, unless he has had advance information as to what the requirements of the navy were, and how they have started his work already.

Builders Face Big Problem.

Experts agree that the drawings for such a machine could not be completed in less than a month. But in the machine, including the installation of the various instruments, armor and gun-mounting, would take nearer two months than anything else. It is doubtful whether the instruments could be completed from their manufacturers in time.

Of course, when one hydro has been constructed the others can be built in much less time, and there would be a lot of time for the navy to build the craft. The Navy Department had specified May 15 for the first delivery.

An interesting angle in connection with the proposed purchase is that it will leave the navy without a bid for the acquisition of more machines this year. Congress, in its infinite wisdom, appropriated half of the appropriation of \$1,000,000, recommended by the committee, for the purchase of the machines in the neighborhood of \$150,000. The balance of \$850,000 will not more than suffice for the maintenance of naval aviation stations and experimental work.

Thus, the air fleet of the navy, for which Admiral Dewey asked an appropriation of \$5,000,000, in the recent report of the General Board, will be augmented by but six machines.

A noteworthy feature of the opposition to the appropriation is that it was led by Mr. Mann, of Illinois. Mr. Mann first advocated the purchase of an aeroplane for military purposes at the time Orville Wright demonstrated his machine at Fort Myer.

Mann Opposed Air Aid.
What caused the change of heart on the part of Mr. Mann has not been explained, but it is said the reason one Congressman gave for voting against the appropriation was that he had been influenced by an article in a magazine which had observed aeroplanes at the front, in Europe, and minimized their importance. It may be said, however, that the statements made in the article in question are in direct variance with the reports of Lord Kitchener and General Joffre.

The cut in the appropriation has occasioned much disgust among those interested in the new science. A number of men high in scientific and engineering circles are considering a movement to educate the public in the significance of aircraft for defense, and eventually make the attitude of Congress toward the new science of aeronautics development an issue.

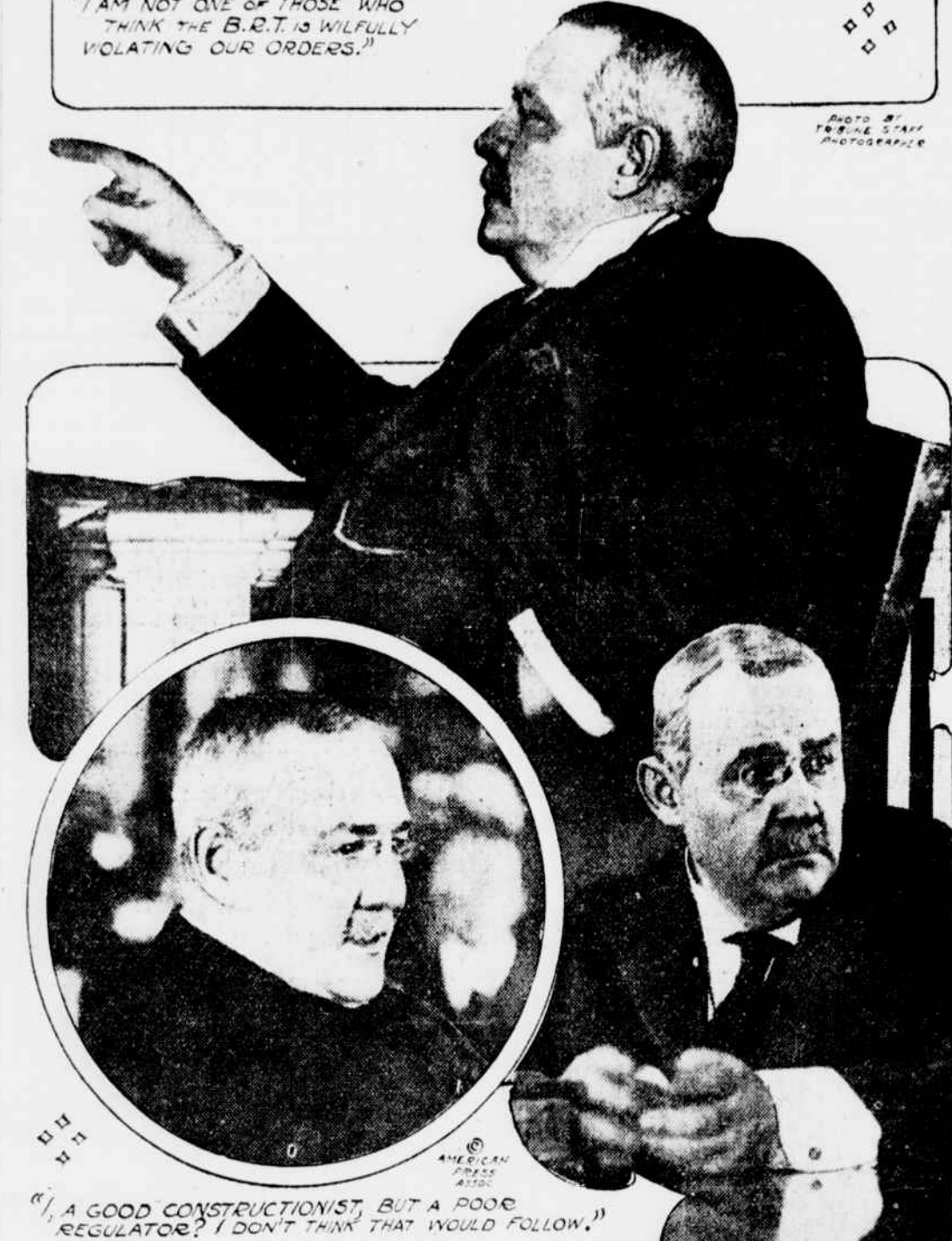
Orville Wright telegraphed the Tribune last night that he had received the call for bids on navy machines, but that he would enter the contest as soon as the call reached him, in spite of the short time allowed for delivery.

In reply to a query concerning the call for bids on hydro-aeroplanes, the Curtiss Aeroplane Company responded with the following telegram: Feb. 4.—Curtiss on way to San Diego. Have information about armored hydro for navy delivery April 15. Rather short time to develop a new type, yet we are out for business and would do our best.

The first Aviation Congress, under the auspices of the Aeronautical Society of America, will open this morning at 10 o'clock in the Engineering Building, 20 West 39th st. The delegates chosen to represent various scientific interests are: Lieutenant Commander L. C. Richardson, U. S. N.; Professor E. V. Huntington, mathematical department, Harvard University; Professor A. G. Webster, mathematical department, Clark University; Worcester; Elmer A. Sperry, honorary vice-president American Society of Mechanical Engineers; Lieutenant Hunaker, Massachusetts Institute of Technology; Edward Durand, director of the Aero Science Club of America; W. J. Hammer, F. W. Barker and Leon Goldstein, of the Aeronautical Society of America.

Chairman McCall In P. S. Job Kept Up Law Practice, Testimony Shows

"I AM NOT ONE OF THOSE WHO
THINK THE B. R. T. IS WILLFULLY
VIOLATING OUR ORDERS."



"A GOOD CONSTRUCTIONIST, BUT A POOR
REGULATOR? I DON'T THINK THAT WOULD FOLLOW."

Continued from page 1

vate law work and let the commission's work slide. The problems were still putting in the record cases in which he acted as counsel, or referee, when the committee adjourned last night. Privately the chairman said he would have nothing to say in explanation until it came from the stand.

Business First, His Vocation.

It seems that at the very time the Public Service Commission was holding stated meetings, Chairman McCall was hearing testimony in the course of his private law practice. The hearings of the board were on the third floor of the Tribune Building, in which the offices of the commission are situated. At the same time the chairman was presiding as referee in his private legal matters in the room set aside for his own use as chairman.

According to the partial record of his law work put in yesterday, McCall spent in all fifty-three days in court or taking testimony as a referee. When he was so engaged he missed nine stated meetings of the commission. In the various important regulatory and transit construction matters were acted upon. At one meeting about \$2,000,000 worth of vouchers were passed.

When pressed on the subject, McCall said that Edward F. Boyle had been appointed to give him very informal advice. Boyle is the former head of the 18th Assembly District and was out of the district on January 1, 1914. He was appointed confidential inspector in the commission. He was there eight months, and he was brought out by the commission could not remember that Boyle had ever told him about the way the transit companies are violating the orders. He did recommend that Boyle be removed from the position.

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air. When his right hand was raised to take the oath his left was stuck in his trousers' pocket.

Hayward Sets Snare.
When he sat down he fixed his eyes on the wall at the back of the room and kept them there until the examination had been going on for some time.

Mr. Hayward, in his soft, even tones, led the chairman almost at once into the statements that he was devoting his attention to the dual contracts from the time he entered the commission. Also, he brought out from the witness that at that time speed in getting the work going was of the utmost importance.

"Up to the time I went in," said the witness, "the commission was making no headway. In the engineering and, I might say, the legal departments was practically at a standstill because they did not know how the contracts were to be settled."

"For two weeks you worked over these contracts to become familiar with them?" asked Hayward.

"The time was nearer five or six weeks," replied McCall, little realizing that some hours later it would be made a matter of record that during these weeks he spent much time in private law business.

"After the contracts were signed on March 19 there was work for everybody," said McCall.

"Yes, I should say there was," said McCall, indicating by his reply that they were rushed to the limit.

Asked if he was extremely busy on these matters, the chairman replied that as chairman, he was practically the directing force.

"How long did the pressure last?" "I should say the entire year."

Later in the testimony, when asked about violations of service orders, McCall would fall back on the excuse either that they occurred before he went into the commission or that he had been too busy to delve into those matters.

"How could I know of those things unless they were called to my attention?" he would say.

"I took a few law cases for friends and others."

Chairman's Law Work Bared.
"You went direct from the Supreme Court bench to the commission?" "Yes."

"Therefore you had no law practice at that time?" "That is true."

"When you went on the commission there was much extra work there?" "Yes."

"You remember having taken up the trial of the defendant's case in the matter of Henry Conklin vs. the United Construction Company, which began on February 10, 1913?"

"How long was that after you went on the commission?" "Two days."

"Yes, and that was just at the time you were testifying you were in the midst of subway work, the conclusion of which we were all waiting breathlessly?"

By this time McCall had calmed down a good deal and did not make any audible reply to this question. Asked how long he was on the Conklin case he said he could not remember.

Used P. S. Office as Sanctum.
Then for the rest of the afternoon McCall was obliged to listen to a recital of his private law practice, and how and when he had used the office of the Public Service Commission as a sanctum.

He followed the case for the defendant in Albany on Saturday, October 19, 1914. He took occasion to point out that this was done on Saturday. It remained, however, for Mr. Hayward to show that the chairman was absent from the stated meeting of the commission the day before. It was at this meeting that some \$3,000,000 worth of vouchers were passed upon.

As for preparation of the Whitridge penalty case, thrown out of court for poor preparation, McCall said he did not agree with Justice Scott of the Appellate Division that the order had no merit of verity. However, there were other weaknesses in the case.

When asked about the mandamus proceeding, just brought, to force the Interborough to give good service, he

large number or too few for such a commission.

Work Too Heavy, Is Plea.
"I will answer that without reservation," he replied. "My experience of the body has shown that it is not requisite."

"Why?" "Because of the volume of the work." He was asked to describe the method of the Interstate Commission and as to whether that would be satisfactory in state methods. If he understood their methods, he replied, they had special lawyers who took testimony and then prepared the facts. Such a method would not work here.

This commission was trying out an idea of its to have the full commission sit in all the formal hearings.

"What do you know about cases against the Interborough?" asked Hayward, suddenly shifting back to concrete matters.

"Why, there are a number of cases." "Can you give the numbers of any of them?" "No, I can't. You must not ask me for details. I do not hold details in my mind."

Always falling back on this excuse, the witness was at last called up with a round of questions. He was asked if he considered the fact that the Interborough Rapid Transit Company had repeatedly violated the commission's orders as "mere details."

"I certainly not," he replied. "I was not aware of the facts. If I had been I would have brought the company to book long ago."

"What work do you have to do now?" "What are your hours?" suddenly shot out the probe.

I work from about 9:30 until 7. Of course, I don't do that every day."

Official Replies Tardy.
McCall was drawn into an argument as to the practice of having the companies say whether or not they would accept the orders. He thought it had been a rule adopted by the commission before he joined it, and apparently did not know that the practice was laid down in the law until counsel read that section.

"I think if they accept the orders it would prevent their getting a writ of certiorari," said McCall.

"Honesty, the commission confidence in its ability to enforce its orders," broke in Senator Thompson.

The chairman got red as he replied in a loud voice:

"I say I have absolute confidence in our ability to enforce our orders."

In speaking of the possibility of having the regulation of telephone rates in this district placed under the control of this commission, McCall said:

"Without attempting to say I have made a deep study of the case, I could never understand the philosophy of the situation where you pay a normal rate on a fair basis here and then plus it to meet losses in other parts of the State."

Asked to name the six leading formal cases under consideration of the commission, the chairman enumerated the B. R. T. and Interborough service cases, an Edison rate case and two gas cases. He said his idea was in the full force of the law, but he had not time to wait for a general survey of service, as he had done on the B. R. T. recently.

Thompson Gives Sly Dig.
"That hearing order has been issued since you have been here," said the chairman.

"Do you think it would help you any if we did not remain here?" asked the ever-quick-witted Thompson.

As usual he got the chairman riled. His reply was:

"Any public official who needed the incentive of a legislative committee to do his job would not be in office."

Here Senator Mills took a hand in the questioning.

"You ordered an investigation in the Brooklyn Rapid Transit service because you thought conditions were bad?" "Well, it showed that it was a bad case. The report was a pretty severe indictment of the service. It goes back three or four years. Why didn't you do this before?"

Then it was that Judge McCall came out with his bill of health for the Brooklyn Rapid Transit.

Squaring back in his chair and pointing his finger, he said deliberately:

"I am not one of those who believe the B. R. T. is not doing its level best. I do not think the officials are sitting down and deliberately and willfully violating our orders. Conditions restrict them."

Quickly in his opening, Senator Mills shot back:

"Would you say the same for the Interborough?" "Yes, sir," replied McCall, and he was not more emphatic at any time.

On the Interborough order of four years ago and its repeated violations, the chairman McCall fell back on the fact that the commission had been in existence since then until he left the commission. Since then he ought to have known about it, but had to go to the state of affairs of the Interborough until six years ago. If he had known it he would have enforced the orders. But he did not have time to look into such things unless they were called to his attention.

Boyle a Man of Mystery.
As for Edward F. Boyle, appointed to acquaint him with such matters, the chairman was forced to admit that he told him nothing about it.

"I was perfectly naïve," he said, "when I went into the commission I would have to devote myself to construction. I asked the commission to bring in Boyle that he might go through the commission and suggest to me the state of the transit business. He had been run for some time in a headless way, since Mr. Connette had left. He said it ought to have a responsible head."

Why is it that this man worked for eight months and I am not able to find a line about anything he did?" asked Hayward.

"He made no report so far as I know," he did not expect him to leave so soon, or he might have done so."

"Don't you think there was something wrong in your system, as Senator Mills, who is the commission eight months before you knew about this Interborough matter?"

The chairman asserted he had found a willingness on the part of the B. R. T. and Interborough officials to cooperate, who were opposed to what Travis H. Whitney and Chief Clerk Daggett had said. In a general way he would say that 70 per cent of the informal complaints would appeal to any sensible man as not being well founded.

McCall was asked if the commission was powerless so long as the penalty clause was in the law.

"It was a deterrent, as it gave an enormity to the offence that made it seem a chance to acquit. He suggested a change in the law to make the penalty small."

Hazy on Commission's Acts.
"What in the world makes you think the commission has to sue for \$5,000?" asked Hayward. Evidently the witness did think so, but he caught on quickly when the law was read to him that it was simply a means of getting to the point of the maximum penalty that so long as it was the maximum the commission had to ask the amount or be accused of weakness.

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CUPID AT CITY HALL MARRIAGE BROKERS' PREY

Bridegroom's Plan for a "Blowout" Fades as His Last Five Goes to Pay Altar "Hangers On"—Thrive at Aldermanic Mill.

A man and woman came out of the aldermen's marriage chamber at City Hall yesterday afternoon. They had just been married. For a man who had been married so short a time he did not look happy. In fact, his looks more belittled a mourner at a funeral. His wife of a few minutes noticed it.

"What are you looking so miserable about, Johnny?" she said. "Ain't you happy about it?"

"I feel as cheap as 50 cents," he said. "This is a dickens of a way to start in married life. You'll think I'm a cheap guy for fair."

"Why, what's the matter?" she said. "Well, I planned to take you to dinner to celebrate, and a little show afterward, but that fellow in there got to almost my last cent, and I guess I'm lucky to have enough left for carfare home."

"Why, I thought we gave up a wedding and a ceremony by the minister and all that to save expense," she said. "They didn't charge you in there, did they? I thought the dollar fee for the marriage license bureau was all the cost of the city charges."

"Five dollars—that's all," he said, disconsolately. "The clerk who made out the papers said that was the fee, so what was I going to do. I had saved that up for a little wedding party for you and me."

They boarded a car and went home to the little installment plan flat he had prepared for her, and found the married life with a delicate meal there, instead of through the glamour of a "swell feed" and a night at the theatre as he had planned.

The other side of the story of how three men are thriving on a lucrative traffic in the city's boon of inexpensive marriages was told by Patrick Paul, one of the attendants in the aldermanic marriage mill. There are two others besides himself, "Billy" Long and "Jim" Weldon. The chief high priest for Hymen's altar these three days is Alderman Reardon. Folk are advised about the marriage room when they buy their licenses, and told how to reach it.

"It's a fix about dem fees," said Paul. "The 'fere of us don't get no salaries or anything like dat. We just hang around here and w'en anyone comes in and wants to get married we make out their papers for 'em, and act as witnesses and all dat. They don't haf to give us anything. Sometime dey give five dollars, sometime one dollar. I guess two would be a fair average."

"Do you have to 'slip' the 'hint' to 'come across' to any of them?" he was asked.

"Well, not many most of 'dem knows about it," he says. "Some don't give us a cent. 'You make a pretty good thing in a week out of it, don't you?" "Well, dere's a tree of us and we whacks it up," Paul said. "I guess dere's a average of fifteen couple a day. We pass the fee fee duplicate license some of dem wants for a marriage later by a priest or rabbi. We makes a pretty good thing outen it at dat or we wouldn't be hangin' around here. I am here twelve years now and Billy and Jim ben here longer."

"Does the Alderman who performs the ceremony get any share of the fee?" he was asked.

"No, he don't get nothin'," he said. "He's here the greater part of every day, isn't he? What is the object in it for him?"

"He likes to hang around, dat's all," Paul said. "Nobody but us gets nothin' out of it."

CRIME SEES HOPE IN BILLS

Feinberg Aims Blow at Cocaine and Sullivan Laws.

Albany, Feb. 4.—Cocaine users and carriers of concealed weapons may take heart. There are two bills in the Assembly, introduced by Aaron A. Feinberg, of the 31st District, New York, which will make their life easier. If Mr. Feinberg's bills become a law any one having cocaine in his possession need not fear a long term in prison, for Mr. Feinberg's bill makes the possession of this drug a misdemeanor instead of a felony.

Mr. Feinberg also has a bill to emasculate the Sullivan law, which now stands makes it a prison offence to carry a concealed weapon. If this bill goes through, a carrier of a concealed weapon, unless previously convicted of a crime, can only be convicted of a misdemeanor. Among the offences listed as misdemeanors are: Spitting on the sidewalk, using profane language and driving on the wrong side of the road.

Orange Patriots Line Up.

Orange, N. J., Feb. 4.—Citizens of the Orange who are afraid the United States is not prepared for conflict with any other country, have organized the National Defence Association of the Orange. The purpose is to arouse sentiment and obtain legislation that will strengthen the army and navy.

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